

Amusements and Meetings To-night.

BEST OPERA HOUSE—*"Widow Bette."*
DOUGLASS' THEATRE—*"100 Wives."*
DAGLY'S THEATRE—*"Ned and Paul."*
HARVEY'S FIFTH AVENUE THEATRE—*"Orestes."*
HARVEY'S SIXTH AVENUE THEATRE—*"The Girl in Yonkers."*
MADISON SQUARE THEATRE—*"Hotel Krieg."*
PARADE THEATRE—*"Frogs the American."*
SARATOGA SPRINGS THEATRE—*"The Dilemma."*
UNION SQUARE THEATRE—*"The Devil's in the Caf."*
WALLACE'S THEATRE—*"The Devil's in the Caf."*

NATIONAL ACADEMY OF DESIGN—Water Color Exhibition.

Index to Advertisements.

ADVERTISEMENTS—3d Page—6 columns.
ADVERTISING CENTS—*"The Done-By-Itself."*
BANKING HOUSES AND BANKERS—*"The Done-By-Itself."*
BOARD AND ROOM—*"The Done-By-Itself."*
BOOKS AND BAZAARS—*"The Done-By-Itself."*
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New-York Daily Tribune.

FOUNDED BY HORACE GREELEY.

FRIDAY, FEBRUARY 18, 1881.

THE NEWS THIS MORNING.

FOREIGN.—The French Press bill has passed the Chamber of Deputies; — Mr. Gladstone intends to return to London; — Mr. Gladstone intends to move that the Proclamation bill be reported to-morrow; whatever amends may be pending; — Four new Spanish Ambassadors have been appointed.

DOMESTIC.—The President yesterday withdrew the nomination of Mr. Foster as United States District Attorney for the Southern District of New York; — The State Senate Committee on Cities yesterday heard the views of the Society of Political Reform on the McCarthy bill; — It is stated that General Garfield has made no promises whatever in respect to appointments; — The Tennessee Legislature has accepted an invitation to be present at the inauguration; — The New-Jersey House Committee on Elections has decided to give the contested seat from Burlington County to Carter, Republican; — A bill to tax telegraph companies 2 per cent of gross earnings was passed in the House Senate yesterday; — The Valley Bank of Kansas City, Mo., has accepted; — The cause to release the prisoners of the Pennsylvania Legislature yesterday agreed to the proposition of compromise made by the Indie and Conference Committees were accepted by both houses of the Republic on motion.

COUNTRIES.—The time of the session yesterday and last evening was given to the further consideration of the Funding bill; the amendment of the Senate Finance Committee fixing the rate of interest at 3½ per cent was defeated; other amendments were offered; some of which were adopted; — The House passed the River and Harbor bill by a vote of 163 to 81.

CITY AND STATEWIDE.—Arguments were heard in two courts yesterday against telegraph union; — A court with a delicate sense of smell, too, fled in the Whittemore Court-room; — The Liederkranz all was given in the Academy of Music; — There was a change in the directory of the Central Railroad of New Jersey; — Gold value of the legal-tender silver dollar \$12½ cents, \$8.09 cents; — Stocks active and strong in spots, but generally feverish and irregular, closing mixed.

THE WEATHER.—THURSDAY local observations indicate clear, and partly cloudy weather with higher temperatures. Thermometer yesterday: Highest, 35°; lowest, 25°; average, 29½°.

There is, at least, the first step toward compromise at Harrisburg. The proposition of the Independents has been accepted, both wings having named their Committees of Twelve, and the effort at agreement is to begin.

The Brooklyn element are considering the propriety of a revival movement, not so much, apparently, to bring in new members as to wake up the old ones. At their meeting Mr. Pentecost said incisively, that "in the early days of the Church 3,000 converts were made by one sermon, and now it takes about 3,000 sermons to make one convert."

If there was any doubt before whether New-York might have a spring election this year it is now removed. Senator McCarthy firmly admitted to the Committee of the Society of Political Reform yesterday, that he did not think it would be wise to have such an election this year. The father of the bill having disowned his offspring to this extent, Mayor Grace can shake his head without fearing that it may tumble off his shoulders.

The announcement that Mr. Howells is to retire from the Editorship of *The Atlantic Monthly* upon March 1, and that Mr. T. B. Aldrich is to succeed him, involves no misfortune either to literature or *The Atlantic*. Mr. Howells' retirement is voluntary. It is understood to be his desire to devote himself entirely to his own literary plans, by which American fiction will assuredly gain much. Mr. Aldrich has already distinguished himself in editorial labors, and has long been regarded as Mr. Howells' natural successor in case of a change. *The Atlantic* will surely maintain under his direction the high rank which Mr. Howells gave it and kept for it.

Mr. Gladstone takes another bold step in proposing that the Irish Protection bill shall be reported soon, whatever amendments may be pending. Mr. Cowen, of Newcastle-on-Tyne, marks his disapproval by giving notice of an ironical motion to the effect that when a bill is declared urgent it shall be passed without discussion, while Mr. Sullivan shows his despair by declaring that he will move that no Irishman shall be heard on "urgent" bills. The Premier's patience is again evidently strained

to the utmost, and this may lead to another scene in Parliament to-day.

Mr. Updegraff was quite right when he told the Southern Democrats that they would be held chiefly responsible for the passage of the River and Harbor bill in its gross form. It is true that a considerable number of Republicans, who have thought more of their districts than of the country, have voted for the bill. It is true at the same time that a larger number of Republicans have voted against it. But it is the division of the Southern Democratic vote which tells the story of the passage of the bill. Eight Southern Democrats only voted against it; 78 voted for it. They were in for the old flag and an apportionment almost to a man. The suggestive statement is made in our Washington dispatches that an examination of the bill shows that almost all of the deliberate wastage of money provided for is on Southern streets, if they can be called so. This is the milk in the coconut.

NEW LIFE IN MEXICO.

A few years of intelligent orderly government in Mexico has done wonders in developing a spirit of enterprise and destroying old prejudices. The people appear to have suddenly waked up to a realization of the fact that they are a century behind the times. While they have been leading a lazy life in a luxurious climate upon a fertile soil and amusing themselves now and then with a revolution, which usually resulted in more noise than bloodshed, the busy world has run away from them, and left them plodding along far in the rear, with scarcely any progress to show since they became an independent nation. They now see that they want railroads, telegraphs, steamships, machinery for their mines, better methods of agriculture, and a thousand articles of use and comfort which their grandfathers got along very well without, but which are indispensable aids and accessories to modern civilization. They see, too, that all these things are possessed by the big nations just across their northern border. Jealousy of this strong neighbor, difference of race and language, and a not unnatural feeling of delict surviving their defeat in the war of 1847-'48, have heretofore confined to keep them from obtaining the advantages which would come from closer relations with us.

Now there is a new order of things, and it has come with a suddenness which surprises even those who are most familiar with Mexican affairs. Indeed it cannot be compared to the wonderful peaceful revolution which five years ago broke down the barriers of Jameson's exclusive system and caused the country to stretch out in search for the best friends of America and Europe in civilization. American capitalists and engineers are now equally welcome to Mexico, and intend to construct railroads and canals in the protection and with the aid of the Federal Government. A preference is to be given to steamship for American merchandise over the English and German goods which high-liners held up disputed possession of the Mexican markets. Americans are asked to explore and develop the rich mining resources of the country. Two lines of railway are now building, largely with American capital, from the Rio Grande to the City of Mexico. Another line is to be constructed by a New-York corporation from the Atlantic to the Pacific with branches to the Mexican capital and central America. A line across the Isthmus of Tehuantepec is already begun by a Boston company. Captain E. A. Smith's ship-transit road has been chartered and liberally subsidized. It is not a rash prediction to say that by the end of ten years the traveler will be able to traverse the whole length of the Mexican Republic in a palio car, and continue his journey, if he wishes, through the Central American cities, or even to Panama. The New-York World is not an unfriendly witness to our editorial answer on Monday last, this:

The democratic majority in the House of Representatives, during its six years of power, has done nothing but legislate with a high and mighty air, and to tax reform, tariff reform, and civil service reform.

The friendly witness testifies, in effect, that the only meritorious thing which the Democratic majority has done was a thing which was not one of those promised, and which manifested "no particular statesmanship." We may add that the reduction of appropriations was performed in such a way as to exhibit an amazing lack of knowledge about the real needs of the country, and a remarkably shallow and impudent demagogism; and it was accompanied and followed by the new order soon to be opened upon products. The Mexican railroads are thus of almost as much importance to the citizens of the United States as to the Mexicans themselves. They will bring to our doors thirteen millions of people.

These people will be our customers and we shall be theirs, and both will gain by the commerce the roads will develop. What political consequences may flow from closest commercial and social relations between the two countries the future must determine.

Likewise the Mexicans are not disturbed by national sentiments in the reduction of appropriations.

This is new awakening in our sister Republic will not be without important results in our own industrial interests. There are millions

of people in Mexico and nearly three millions in the Central American Republics.

Here is an immense market for our manufactured implements and machinery; and here too is a great field for American enterprise, and the favorable employment of American capital. The industrial revival, which is to be made a feature of our National life at the present time, will be further stimulated and sustained by the new order soon to be opened upon products. The Mexican railroads are thus of almost as much importance to the citizens of the United States as to the Mexicans themselves. They will bring to our doors thirteen millions of people.

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